BANK CASHIER A SUICIDE.

HUSBAND'S FATAL SHOT AWOKE MRS. CHARLES G. DALE.

He'd Been Working Hard and Worrying Over His Responsibilities Till He Couldn't Sleep-Friends Think He Became Insane His Accounts All Right.

Charles G. Dale, cashier of the New York County National Bank, at the southwest corner of Eighth avenue and Fourteenth street, shot and killed himself early yesterday morning. He lived in a handsome old house on the Manor road in West Brighton, Staten Island.

His wife was awakened at about 5:45 by a pistol shot. She went to her husband's room and found him lying on the bed. There was a wound in his right temple, and the revolver with which he had shot himself had not fallen from his hand.

Mrs. Dale screamed and other members of the household ran to the room. When they reached it she lay unconscious on the Before the physician whom they called arrived at the house Mr. Dale was

Mr. Dale's friends believe that it was insomnia, brought on by overwork, which caused him to take his own life. The New York County Bank is a small bank doing a large business. The force of clerks is not numerous. Persons who are acquainted with Mr. Dale's affairs say that frequently the work of the higher officers of the bank fell on his shoulders and that in trying to do it and at the same time keep up with his own duties he fell into a nervous con-dition and became a sufferer from insomnia. of the mistakes which Mr. Dale made, these friends say, was that he took business cares home with him and urned them over and over in his mind in the course of the evening, when he ought to have been enjoying the social life of his home. Finally it got so that when he was wakeful he would get up in the night and pace up and down his room trying to exhaust himself physically so that he would

The only explanation that the officers of the bank could suggest for the tragedy was that Mr. Dale had gone insane. William H. Jennison, the vice-president thought that must have been the case.

"When I left him on Saturday." said "When I left him on Saturday," said
Mr. Jennison yesterday, "he was in good
spirits. I said: 'Well, Dale, be good to
yourself over Sunday, and he gave a cheer-

ful reply."
Mr. Dale's family and friends say that even as late as when he went to bed on Sunday night he seemed to be happy. He had been going early and returning late, and when he got home on Saturday was tired out, but Sunday's rest, they thought,

tired out, but Sunday's rest, they thought, had done him good.

Ernest H Seehusen of West Brighton, an old friend of Mr. Dale, said last night on behalf of the family and himself:

"For six months we had noticed the gradual breaking down of Mr. Dale. He had a strong will and would never admit he was working too hard. No matter what he had to do or how much, he would insist on doing it all himself rather than to ask aid. He was naturally a hard worker and seemed to think there was no limit to

and seemed to think there was no limit to the amount of work he could do. His the amount of work he could do. His physical breakdown was gradual and his mental breakdown had been foreshadowed.

"We believe he became suddenly insane this morning and ended his life. I was in Manhattan this afternoon and saw Vice-President Jennison of the bank, and he assured me that Mr. Dale's accounts were absolutely correct and his loss a severe one to the bank."

Vice-President Jennison's statements to a Sen reporter yesterday afternoon corresponded in every respect with what he told "I am positive," said he, "that there was

o shortage in the accounts of Mr. Dale, can say this of my personal knowledge, he system of the bank is such that what

The system of the bank is such that what he knew I knew, and I am able to assure you that he stood all right here."

Mr. Dale was about 45 years old, and had been employed at the New York County Bank for twenty years. He had been cashier for two years. It was said at the bank yesterday that his salary was about \$5,000 a year. Before Mr. Dale became cashier of the

bank he lived in a smaller house, but las spring, when the old Hillyer homestead, on the Manor road, was offered for sale at auction he bought it and moved into it.
It is a fine old-fashioned house, with lawns and a garden. In it Mr. and Mrs. Dale and their one child, a daughter 17 years old, lived in good style, but not extravagantly. Mr. Dale was a Mason and a member of httoyal Arcanum, and he had taken great

interest in the North Shore Fire Department, being connected with the Medora Hook and Ladder Company, whose house will be draped in black for the next thirty days because of his death. His funeral will days because of his death be held on Wednesday. New York County National Bank regan business in 1855 as a State bank. Its capital is only \$200,000, but its surplus \$1,000,000, and it pays 30 per cent. annual vidends with 100 per cent. extra dividends

\$1,500 for each share of the par value of The officers are: Francis L. Leland, president: William H. Jennison, vice-president: William Carpender, second vice-president. These officers are all directors. are Joseph Park, Charles B. Web-Isidor Straus, S. F. Jayne and Hobart

NO P. R. R. TUNNEL VOTE TO-DAY President Swanstrom Refuses to Vote for Labor Clause.

The Pennsylvania tunnel franchise wil not come before the Aldermen to-day. The proposed contract has not yet been signed by the representatives of the company, and until that has been done and the formality of sending certificates to the Secretary of State and to the clerks of the counties interested has been complied with the franchise cannot be sent to the

Contractor John B. McDonald called a the City Hall yesterday to talk over with Borough President Cantor the plans for tearing down the old Hall of Records. The new building is so far completed that it will be possible to remove the contents of the old hall to the new within two weeks. the old hall to the new within two weeks. Mr. McDonald is anxious that the clearing of the old building should be followed by its demolition without delay. The courts have ordered the destruction of the building, and, with the copperation of President Cantor, Mr. McDonald hopes to have the hall rayed within a month.

hall razed within a month.

Borough Presidents Cantor of Manhattan Borough Presidents Cantor of Manhattan and Swanstrom of Brooklyn have received and Swanstrom of Brooklyn have received Iterative from the United Board of Building Trades of New York asking them to vote against the granting of the tunnel franchise unless it contained the labor clause. Mr. Cantor has not replied to the letter. He declines to say now whether or not he will stand out for the clauses when the franchise is considered again by the Aldermen. President Swanstrom, however, lost no

President Swanstrom, however, lost no time in making known his position. In the course of a long reply to the building rades organization's letter he said he would vote for the franchise, and added n reference to the agitation for the labor

clause:

I am profoundly impressed with the conviction that the enactment of such a clause would be prejudicial to the best interests of workingmen, for the reason that it would result in the abandonment of an enterprise of great public importance and of the highest value to the city of New York. The Pennsylvania Railroad Company, if it secures the proposed franchise, will spend approximately the sum of \$50,000,000 in constructing tunnels, terminal stations, &c., from Jersey City to Long Island. The benefit of this supendous work will accrue to labor, a large part of the expenditure necessarily finding its may into the pockets of the workingmen. The insertion of the provision would operate to discourage capital from entering upon interprises of a similar character.

The Paper Association of New York city, representing the second

The Paper Association of New York city, epresenting the wholesale paper trade, as sent to the Aldermen a resolution urging the trade, as sent to the Aldermen a resolution urging the label of the trade of the trade of the label aserting the labor clauses.

THE LONDON MARKET. All Stocks Somewhat Affected by the Weakness in Americans.

Special Cable Despatch to THE SUN. LONDON, Oct. 13.-The attention of stock brokers to-day was generally occupied with the adjustment of the settlement account. The tone was generally dull and all markets were to some extent influenced by the weakness in Americans. There was a further pronounced fall in American railroad securities, which made the downward movement for that account in many cases considerable.

The New York bank statement of Satur day caused much disappointment, and the failure to secure a settlement of the coal strike accentuated the depression. Consols, which were firm early in the day,

fell off 1/4 for money and 3-16 for the account English railway securities were unusually inactive American railroads were depressed from

start to finish. Chicago, Milwaukee and St. Paul fell 3½, Illinois Central 3 and the others from 1/4 to 21/4. Canadian Pacifics lost 31/4. and Grand Trunk issues from 34 to 1. Foreign government securities were

easier, following the dulness at Paris. South African mining shares were easier but quiet.

ST. PAUL-U. P. AGREEMENT. Expected That St. Paul Will Not Now Build to the Pacific.

The Chicago, Milwaukee and St. Paul

to the Pacific Coast have caused the Union Pacific management to look with favor on a Union Pacific-St. Paul traffic arrangement, such as was recently negotiated between the Missouri Pacific and the St. Paul. well Miller resigned from the Union Pacific directorate because he believed that the interests of St. Paul were subordinated by Union Pacific to the interests of Chicago and Northwestern. There is now good authority for the statement that an agreement has been entered into between the Union Pacific and the St. Paul which will give the last named road all the traffic facilities between Omaha and the Pacific Coast that it has hitherto demanded and

been excluded from. Officers of the Union Pacific admit that the St. Paul will hereafter have all of the

Officers of the Union Pacific admit that the St. Paul will hereafter have all of the trackage advantages west of Omaha that the Union Pacific can afford. St. Paul trains will after Nov. 1, it is asserted, run solidly from Chicago to the Pacific Coast, using the Union Pacific tracks as freely as the Chicago and Northwestern trains have used them for the past few years.

This arrangement has been brought about largely through the influence of William Rockefeller and George J. Gould. The Rockefeller influence dominates the St. Paul management and it is very powerful in the Harriman syndicate, which controls the Union Pacific system. Mr. Gould controls the Missouri Pacific absolutely and he has a voice in the management of the Union Pacific second only to that of E. H. Harriman.

Neither Mr. Gould nor Mr. Harriman wants to see another railroad built to the Pacific Coast. Mr. William Rockefeller is credited in Wall Street with having induced the St. Paul shareholders to authorize the issue of \$25,000,000 of new stock for "improvements and extensions," and he let it be known that the St. Paul would cer-

thorize the issue of \$25,000,000 of new stock for "improvements and extensions," and he let it be known that the St. Paul would certainly build to the Pacific Coast unless the Union Pacific opened its exclusive "Ogden gateway" as freely to the St. Paul as the Chicago and Northwestern.

Chairman Roswell Miller of the St. Paul declined vesterday to say anything about the relations between the Union Pacific and the St. Paul, and E. H. Harriman was equally reticent, but other officers who have a potent voice in the management of these two properties said that arrangements had been made which would make the Union Pacific and the St. Paul the best of friends hereafter. It is not unlikely the Union Pacing and the St. Paul the best of friends hereafter. It is not unlikely that Chairman Miller or some other rep-resentative of St. Paul will soon go back into the Union Pacific directorate.

FRISCO'S INCREASED EARNINGS. sident Yeakum Expects Heavy Traffic

to Continue for Another Year. The sixth annual report of the St. Louis and San Francisco Railroad was issued by President B. F. Yoakum yesterday. This eport covers the operation of 3.415 miles of railroad for the fiscal year ended June 30. 1902. Gross earnings for that period were \$21,620,882, an increase of \$2,296,603, or 11.88 per cent.; operating expenses, \$13,-472,470, an increase of 18.08 per cent. The net earnings increased \$234,020, or 2.96 per

In consequence of the lease by this company in August, 1901, of the Kansas City, Fort Scott and Memphis Railroad, the Frisco agreed to guarantee both principal and interest of \$60,000,000 of refundery now and then. Its stock is rated at ing bonds to run thirty-five years and bear 4 per cent, annual interest. Subsequently part of the proceeds of these bonds was used to pay for the property of the Kansas City, Fort Scott and Memphis road and the remainder of the \$60,000,000 was applied to the cancellation of the underlying bonds of the system and to new construction and general improvements. President Yoakum reports that there was an increase in the tonnage carried during the year of 270,389 tons, equal to 3 per cent. He says fur-

ther:

The surplus after the payment of dividends amounted to \$1.472.197.54. It is expected that the additional mileage which is in process of construction will add to the earning power of the lines already built, and at the same time be self-supporting. The conditions this year in most of the territory tributary to the company's lines are favorable for good crops, so that a continuation of heavy traffic for another year seems likely.

A little less than \$1.600,000 was expended

A little less than \$1,000,000 was expended during the past year for new trackage, terminal improvements and new stations. The increase in the expenditures for maintenance of way and structures for the fiscal year amounted to \$354,431, or 13.51 per cent. over the preceding year.

C. N. O. and Texas Pacific.

President Samuel Spencer's annual report of the operation of the Cincinnati. New Orleans and Texas Pacific Railway, issued yesterday, draws particular attention to the urgent necessity for the improvement of the physical condition of this property. Control of the C. N. O and Texas Pacific is owned by the city of Cincinnati. It has been operated for some years by under a lease to the Southern Railway system, and President Spencer recently negotiated a new lease for a period extending to Oct. 1, 1923 It is purposed to lay heavier tracks, build new bridges, enlarge the terminal yards and generally improve the Cincinnati road at an expense of \$2,500,000 or \$3,000,000. If bonds of the leased company are issued for this purpose the Southern Railway company will pay the interest and an additional 1 per cent, annually as a sinking fund.

Hope to Avert Freight Blockade.

Traffic managers of the trunk lines operating between New York and Chicago say that the threatened blockade of freight cars at Buffalo will be averted if the locomotive builders will hasten deliveries of locomotives ordered some months ago. The Lake Shore road expects to receive one new locomotive a day for two months, beginning the last week in October. The Erie, the Lackawanna and the Lehigh Valley are also expecting important additions to their notive power within the next few weeks.

John W. Gates Due To-morrow.

John W. Gates is on board the steamship Oceanic, which may be sighted to night, but is more likely to come in tomorrow morning. Mr. Gates is reported to have said before he sailed from England that he expected the anthracite coal strike would be over by the time he got here

SINKERS GROWING SMALLER

NEW AFFLICTION, LAID TO DEAR COAL, HITS THE BEANERIES.

'Ham and" Up, Also "Beef and," but This Is the Last Straw-Proprietor Pleads It's Better Than Raising Prices Cakes Not Shrunk in All Beaneries.

The gentle and economical souls who have been patrons of all the big and little beaneries of this city experienced yesterday still another of a series of unpleasant thrills. News of a crop of shrunken sinkers travelled fast, and messenger boys and letter carriers, printers and shop clerks, trolley men and cops discussed the direful

catastrophe among themselves. From time immemorial the three butter cakes have been the mainstay and prop of the beanery business. More than that, the sinkers and "draw one, please," have been the faithful and sufficient resource of humble folk throughout a summer and autumn, in which other cheap repasts have fared ill.

When "ham and" and his side partner, "beef and" went soaring up, when Septemper rolled in with a threatened tie-up of the oyster supply, when to these woes was heralded the possible tie-up of the entire pie product owing to a strike in both the anthracite and bituminous pie industries the patrons of the beaneries rallied around

Railroad's preparations to extend its lines the sinkers. But for a week past the sinkers in certain chains of gaudily decorated and fancily cashiered beaneries have been under suspicion by the regulars. The sinkers have been sarinking, more modest, rather harder Less than two years ago Chairman Ros- to discover than before. Their brown checks which showed the warm and dallying embrace of the hot tin, have dimin-ished in square inches. And yesterday the boss of one of these syndicated lunch places confessed that the sinkers were smaller than before. His admission it

was that caused the consternation.

"With everything a-jumping up and not giving us restaurant folks a chance to run after and catch our breath," said he to Titz Son man last night, as he watched the chief dough artist in his pavilion turn jem over and crisplem up 2 hit "and with 'em over and crisp 'em up a bit, "and with food all a-going up, how can we hope to make a cent in this business? First it was the meats. That made us jump till we put the prices up on the beef and beans and the ham and beans to come out some-

where near even.
"If it was the meats alone we might have "If it was the meats alone we might have kept even. But all the other kinds of food went up. We kinder shivered and wondered where it was going to strike us next. Then we found that we were nearly out of coal and that was the limit. Our top prices took another boost and we were ruhang at a loss and a big loss at that."

The meaning stormed long enough to

at a loss and a big loss at that."

The manager stopped long enough to wipe some surplus energy from his brow.

"It takes a business like this to lose money, once it starts," said he. "It's worse than going down to the track and having all your favorites fall asleep in the mud. We your favorites fall asleep in the mud. We had to even up and for a little while we've had to even up and for a little while we've had to make the portions of some of our dishes a trifle smaller. We'd ruther do that, you know, than boost prices on our patrons. We've got to stand by them."

Just what goes into a sinker no one really knows and the apparent explanations of sinker artists seem purposely misleading. Chefs have crossed to this country from foreign lands and have failed to master the mystery of the butter cake. They have knitted their brows and stirred their fires. knitted their brows and stirred their fires. have consulted books of gastronomic lore and still have failed wretchedly. Then they have sought out Park row's two most famous sinker emporiums to feast upon that which their skill could not produce.

that which their skill could not produce.

To the honor of these two Park row places, let it be said that their butter cakes are quite as fat and thrifty as of yore. No consumptive tendencies have yet been noted about their merrily bulging sides; they steam quite as sturdily as in times gone past and still go forth three very gallant guardsmen with their companion, the black, nerve-stirring "draw-one in the dark."

"We didn't find it necessary to shove up our prices on the beef and ham dishes," said the proprietor of one of these places, "and I guess we can be reckoned on to keep our cakes up to the standard. A keep our cakes up to the standard. A barrel of flour will give us just as many cakes to-morrow as to-day and just as many any day after. So we will stick by our patrons even if we do run close to the

edge for a time." its distinguished contemporary, a simple place where all great Americans, from Christopher Columbus down to present-day celebrities are averred to have eaten. a like pledge of fidelity was given by the

a like pledge of hoelity was given by the man in charge.

"The coal strike's going to be settled soon, anyway," said he, "and I think that it's small politics using that as an excuse to try the nerves of hungry folks. This place sticks by its old traditions and its prices, come what may."

come what may.

New \$1,000,000 Trust Company. ALBANY, Oct. 13.- The Windsor Trust Company of New York city has been authorized by the State Superintendent of Banks to do business with a capital of \$1,000,000 and a surplus of \$500,000. The incorporators are William H. Baldwin, Jr., incorporators are William H. Baldwin, Jr., Erskine Hewitt, Daniel O'Day, Eben B. Thomas, Charles H. Vanbrunt, August Belmont, William R. Leeds, Charles B. Wetmore, James A. Burden, Jr., De Lancey Nicoll, Cornelius Vanderbilt, James Gayley, John Alvin Young, Andrew Freedman, John M. Hall, Robert H. McCurdy, Cord Meyer, Jordan J. Rollins, Ernest Iselin, Ogden Mills, James Timpson, Archibald S. White, Robert Walton Goelet and Charles E. Lathrop Pack. E. Lathrop Pack.

City to Sue Union Ferry Company. Dock Commissioner McDougall Hawkes

said vesterday that the Corporation Counsel would begin suit against the Union Ferry Company, which runs the Wall, Catherine. Fulton, South and Hamilton ferries, for 7½ per cent. of its gross receipts since the expiration of its franchise on May 1, 1901, since which time it has been paying nothing.

The severe storm from the West was central over the Lake regions yesterday, moving north-eastward into Canada. It was attended by high winds throughout the upper Mississippi Valley. the Lake regions and the Onio Valley, and the winds were increasing in force from the southeast along the middle Atlantic States and in lower England. The wind velocity at Chicago reached fifty-six miles an hour.

Heavy rains fell in the upper Mississippi Valley

fell in the Central States and were spreading eastward to the Atlantic Coast. Snow fell in Montana, the Dakotas and Minnesota Freezing temperatures covered all the North west and as far south as central Nebraska, and it was within 18 degrees of zero in the British North west. The cold weather is following the storm

In this city the day was fair and the wind fresh to brisk southeasterly; average humidity, 76 per cent; barometer corrected to read to sea level at A. M., 29.97 3 P. M., 29.86.

The temperature yesterday, as recorded by the efficial thermometer, and also by THE SUN'S thermometer at the street level, is shown in the an-

FASHINGTON FORECAST FOR TO-DAY AND TO-MORROW

poler to-day; brisk to high west winds; much cooler For New England, rain to-day, followed by clearing and cooler, except in eastern Maine; high southwest to west winds, fair to morrow. For the District of Columbia, Maryland and Delaware, fair and cooler to-day, much cooler at night; fair to-morrow; fresh west winds. For eastern Pennsylvania, fair and cooler to-day.

For eastern New York and New Jersey, fair and

such cooler at night; brisk west winds; fair to-For western New York, fair in west, clearing in east portions to day and cooler; brisk to high west winds; fair to morrow, with rising tentherature.

A Household Word Throughout the Civilized World.







First made in 1847, by Johann Hoff, Berlin. Also made in the U.S. since 1892, when the demand became so great rRACT. In convalescence after wast-

ably known, used by all members of the household, among all classes, recom- EXTRACT not only on myself, but mended and prescribed by Physicians. also on a great number of my patients,

from any cause. rom any cause.

The business man takes it when his system." Alpred Fricke, M.D., digestion is impaired or when he has

insomnia. The society woman finds it helps her when the strain from her social duties such that she is worn out or run down.

daily strain. Teachers say it has no equal for renewing strength and enabling them to perform their arduous duties. JOHANN HOFF'S EXTRACT as keeping them well and physically strong so that their brain is clear and

they can do good work.

Doctors prescribe it whenever a patient needs a tonic and builder that has no reaction.

"I desire to add my testimony to the as to necessitate a Laboratory and Fac-tory here, as well as in Germany. There is not a city or town in this family and in my practice almost country where it is not well and favor-daily."

DR. E. A. THOMAN, Cleveland, Ohio.

"I have tried JOHANN HOFF'S The mother and housewife uses with marked success in cases of con-JOHANN HOFF'S EXTRACT when valescence, impaired digestion, for she is tired, overworked or nervous debility, and have found it to be an ex-

Philadelphia, Pa. "JOHANN HOFF'S EXTRACT is highly recommended by the profession here." H. E. ADAMS, M.D.

"I have used and prescribed JOHANN The business woman says there is nothing like it for strengthening her nerves and enabling her to stand the HERMAN MEYER, M.D., Vienna, Austria,

"The JOHANN HOFF'S EX-TRACT I consider one of the greatest Clergymen use and recommend blessings that human science has pro-OHANN HOFF'S EXTRACT as duced for the benefit of suffering man-eeping them well and physically kind." EDWARD SILLEN, M.D., St. Petersburg, Russia.

BE SURE to get JOHANN HOFF'S or you may be imposed upon.

EISNER & MENDELSON CO.,
Sole Agents, New York.

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY. RIGH WATER-THIS DAY. Sandy Hook. 4:54 | Gov. I'd . 5:28 | Hell Gate. . . 7:19

Arrived-Monday, Oct. 18. Arrived—Mondat, Oct. 13

Ss Minnetonka, London, Oct. 4.

Ss Kroonland, Antwerp, Oct. 5.

Ss New York, Shleids, Oct. 1.

Ss Aros Castle, Cape Town, Sept. 16.

Ss Beechley, Sourabaya, July 10.

Ss Olinda, Cardenas, Sept. 26.

Ss Belvernon, Jamalea, Oct. 7.

Ss Antilla, Nassau, Oct. 8.

Ss Maracalbo, Curaçoa, Oct. 6.

Ss Daggry, Progreso, Oct. 5.

Ss Altal, Kingston, Oct. 8.

Ss American, Philadelphia, Oct. 12.

Ss El Norte, New Orleans, Oct. 8.

Ss Argonquin, Charleston, Oct. 11.

Ss Nacos hee, Savannah, Oct. 10.

Ss Goldsboro, Philadelphia, Oct. 12.

Ss Benefactor, Philadelphia, Oct. 12.

Ss Mannah Hata, Baltimore, Oct. 11.

Ss Mannah Hata, Baltimore, Oct. 11.

Ss Mannah Hata, Baltimore, Oct. 11. Ship Roanoke, Seattle, May 7.
Bars Argentina, Buenos Ayres, Aug 22.
Bark Antioch, Buenos Ayres, July 81.

St. La Gascogne, from New York, at Havre, ss Finland, from New York, at Southampton, ss Patricla, from New York, at Hamburg, ss Eatser Wilhelm der Grosse, from New York Cherbourg

Cherbourg. Ss Noordam, from New York, at Boulogne. SATLED FROM POURTON POUR

Ss Moltke, from Southampton, for New York Ss Manitou, from London, for New York OUTGOING STEAMSHIPS. Sall To-day.

Mails

Close. Saus.

Kaiserin Maria Theresia,
Breinen. 8 30 A M
Sardegna, Naples. 8 30 A M
Southwark, Southampton
Finance, Colon. 9 30 A M
Jefferson, Norfolk.
El Dia, Galveston. Saratoga, Charleston Sau To-morros St. Paul, Southampton. 6 30 A M
Teutonic, Liverpool. 8 30 A M
Heliagio, Macelo. 3 30 A M
El Dia, New Orleans
Hamilton, Norfolk Hamilton, Norfolk.

Sait Thursday, Oct. 16.

La Lorraine, Havre. 1. 7 00 A M
Fürst Bismarck, Hamburg. 6 30 A M
Monterey, Havana. 8 00 A M
Croxdale, Agentina. 12 00 M
Madiana, St. Thomas. 12 30 A M
El Norte, New Orleans.
Jamestown, Norfolk. 10 00 A M

Jamestown, Norfolk 3 00	P M	
INCOMING STEAMSHIPS.	- 1	
Due To-day.	- 1	
Citta di Palermo Naples Sep	t. 24	ġ
St. Hugo Glbraltar Sep	t. 27	
Jenny Gibraltar Sep	1. 27	H
Hanover Hamburg Sep	1. 28	1
Bencleuch	t. 28	1
Aller Gibraltar Oc	t. 5	1
Barnefels	t. 29	U
Boston City Swansea Sep	t. 29	٠
Cevic Liverpool Oc	. 3	
Kronprinz Wilhelm, Bremen Oc	t. 7	9
Sardinian	4.4	1
Sarmatia Swansea Sep	t. 30	1
Georgia Gibrahar Oc	1. 1.	ı
Prins Wi'helm I Port au Prince Oc	t. 8	
Seguranci Colon Oc	t. 7	,
Grosser Kurtürst., Bremen Oc Rio Grande Brunswick Oc	4	1
	t. 11	1
Due To-marrow.		
Oceanic Liverpool . : Oc	t. 8	,
Peninsular Lisbon Oc	1. 1	
Azov Shleids Oct	1. 1	1
ConchoGalvestonOct	. H	1
Fl Siglo Galveston Oc	. 9	l,
Cumbal St. Lucia Oc	t. 8	
Due Thursday, Oct. 16.	- 1	,
Pennsylvania Hamburg Oc	t. 5	i
British Empire Antwerp Oc El Paso New Orleans Oc	1. 4	;
El Paso New Orleans Oc	1. 11	3
El Alba Galveston Oct	1. 11	
Due Friday, Oct. 17.		1
Columbia Hamburg Oc	. 0	
Xenia Stettin Sen	20	13
Xenia Stettin Sep Hilary Para Oc	1. 6	
Byron Pernambuco Oc	. 9	
Due Saturday, Oct. 18.		Ĭ
Tuesday, Oct. 18.		-
Lucania Liverpool Oc	. 11	
St. Louis Southampton Oct	1. 11	,
La Touraine Havre Oct Citta di Napoli Naples Oc	11	
Città di Napoli Naples De	. 4	

HELP WANTED-FEMALES.

WANTED-Young women who are experienced in grocery packing, at 799 Greenwich st.

WANTED-Young women who are experienced chocolate dippers, at 799 Greenwich St. R. H. MACY & CO. want several neat, tidy cash girls. Apply to Supt.

ARTIFICIAL FLOWER MAKERS, rose makers, pressers and learners wanted. GOLDBERG & HARRISON, 648 Broadway. UMBRELLAS-Tippers wanted. Apply ALLI-SON & LAMSON, 18 West 20th st. only.

PROFESSIONAL SITUATIONS WANTED.

YOUNG LADY, English, desires position as tutor in private family; highest reference. TEACHER. 860 6th ave.

Glass Engraver Wanted.-Steady position for good man. Apply at China Dept., second floor. R. H. MACY & CO.

HELP WANTED-MALES.

R. H. MACY & CO. want experienced FURNITURE FINISHERS.

Apply to Sup't. R. H. MACY & CO. want several neat, tidy cash boys. Apply to Supt. JUNIOR ENTRY CLERK WANTED. Address ENTRY, box 140 Sun office.

WANTED shoe salesman for New York city and vicinity; only men of good character and ability with some acquaintance with the trade need apply. POWELL BROS. SHOE COMPANY, 118 Duane st., New York. w York. WANTED-First-class from moulders for large and medium floor works; foundry out of city, also machinists for contract shop, good wages; bring references. Apply room 1, 16-11 South st. WANTED — Competent railroad machinists, sollermakers and blackshillis for out of town rood wages. Apply between 9 A. M. and 5 P. M. o L. S. WEBSTER, 17 Moore street, near Stone.

WATCHMAKER WANTED-First class work-man, who is accustomed to high-grade work; highest wages paid. Address J. E. CALDWELL & CO., 502 Chestnut st., Philadelphia.

SITUATIONS WANTED-MALES. EXPERIENCED REPORTER AND EDITOR de stres position on daily, Sunday or trade paper Address CAPABLE, box 132 Sun office. HANDY MAN, hotel or apartment house; lay arriet: mend furniture; uphoisterer, and all kinds of work; best references. Address J. S., box 133, sua uptown office, 1295 Broadway.

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POST OFFICE NOTICE.

POST OFFICE NOTICE. (Should be read DAILY by all interested, as changes may occur at any time.)

Foreign mails for the week ending Oct. 18, 1902, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS POST MAILS close one hour curier than closing time shown below. Parcels-post mails for Germany close at 5 P. M. Monday and Wednesday.

Regular and Supplementary mails close at For-eign Station half Lour later than closing time shown below except that Supplementary Mails for Europe and Central America, via Colon, close one hour later at Foreign Station).

TRANSATLANTIC MAILS.

TUESDAY.—At 6.30 A. M. for EUROPE, per steamship 'K. M. Theresia, via Piymouth, Cherbourg, and Bremen (mail for ireland entity be directed "per steamship K. M. Theresia"); at 8.30 A. M. for ITALY direct, per steamship Sardeena (mail must be directed "per steam-ship Sardegna".

WEDNESDAY.—At 6.30 A. M. for EUROPE, per steamship St. Paul, via Southampton (mail for Ireland must be directed "per steamship St. Paul"; at 8.30 A. M. (supplementary 10 A. M. for EUROPE, per steamship Teutonic, via Queenstown.

A. M.) for EUROPE, per steamship Teutonic, via Queenstown.
THURSDAY.—At 8.30 A. M. for EUROPE, per steamship F. Bismarck, via Plymouth, Chersbourg and Hamburg (mall for France, Switzerland, Italy, Spain, Portugal, Turkey, Egypt, Greece, British India and Lorenco Marquez must be directed "per steamship F. Bismarck"; at 7 A. M. for FRANCE, SWITZERLAND, ITALY, SPAIN, PORTUGAL, TURKEY, EGYPT, GREECE, BRITISH INDIA and LORENZO MARQUEZ, per steamship La Lorraine, via Havre (mall for other parts of Europe must de directed "per steamship La Lorraine".

Europe must de directed "per steamship La Loriaine".

SATURDAY.—At 6 A. M. for ITALY direct, per steamship Aller (mail must be directed "per steamship Aller") at 7.39 A. M. for NETHER-LANDS direct, per steamship Potsdam (mail must be directed "per steamship Potsdam"; at 8 A. M. for BELGIUM direct, per steamship Kroonland (mail must be directed "per steamship Kroonland"); at 8.30 A. M. for SCOTLAND direct, per steamship Columbia (mail must be directed "per steamship Columbia"); at 10.50 A. M. (supplementary 12 M.) for EUROPE, per steamship Umbria, via Queenstown, at 11 A. M. for DENMARK direct, per steamship Norge (mail must be directed "per steamship Norge").

not be sent by this supplementary. Trans-by her, or the closing of the Supplementary Trans-atlantic Mails named above additional Sup-plementary Mails are opened on the piers of the American, English, French and German steamers, and remain open until within Tea Minutes of the hour of sailing of steamer.

MALUS FOR SOUTH AND CENTRAL AMERICA.

MAILS FOR SOUTH AND CENTRAL AMERICA.

WEST INDIES, ETC.

TUESDAY.—At 5 A. M. for PARA and MANAOS,
Der steamship Dunston (mail for other parts
of Bazil must be directed "per steamship
Dunston"; at 930 A. M. (supplementary 10:30
A. M.) for CENTRAL AMERICA JEACCH COSTA

Rica) and SOUTH PACIFIC PORTS, per steamship
Finance, via Coion detter mail for Gusilemaia must be directed "per steamship Finance"; at 0:30 P. M. for JAMAICA, per steamship Admiral Farrsgut, from Boston.

WEDNESDAY—At 3:30 A. M. for MACEIO and
PERNAMBUCO, per steamship Hellagglo (mail
for other parts of Brazil, Argentine, Uruguay

EDNESDAY—At 3:20 A. M. for MACEIO and PERNAMBUCO, per steamship Hellagglo (mail for other parts of Brazil. Argentine, Cruguay and Paraciasy via Maccio and Rio Janelro, must be directed "per steamship Hellagglo"; at 12 M. for BARBADOS, CEARA and MARAN-HAN, per steamship Maraniense (mail for other parts of Brazil must be directed "per steamship Maraniense"), at 11:30 P. M. for JAMAICA, per steamship Admiral Schley, from Philadelphia.

Il "RSDAY—At 8 A. M. for CUBA, VUCATAN, CAMPECHE, TABASCO and CHIAPAS, per steamship Monterey (mail for other parts of Mexico must he directed "per steamship Monterey"); at 12 M. for ARGENTINE, URUGUAY and PARAGUAY per steamship Crox.ade; at 12:30 P. M. (supplementary 1:30 P. M.) for ST. THOMAS, ST. CROIX, LEEWARD and WINDWARD ISLANDS, BRITISH, DUTCH and FRENCH GUIANAS, per steamship Directed "per steamship Steeriah").

ship Madiana; at 7 P. M. for NEWFOUNDLAND per steamship Siberian, from Philiadelphila imali must be directed "per steamship Siberian".

FRIDAY,—At 9.30 A. M. (supplementary 10.30 A. M.) for CONTA RICA, per steamship Valencia: at 10 A. M. for NEWFOUNDLAND direct, per steamship Silvia; at 12 M. for MENICO, per steamship Nilagara, via Tampico (mai) must be directed "per steamship Nilagara"; at 6.30 P. M. for AZORES ISLANDS, per steamship Nilagara"; at 6.30 P. M. for AZORES ISLANDS, per steamship Vancouver, from Boston; at 6.30 P. M. for AZORES ISLANDS, per steamship Vancouver, from Boston; at 6.30 P. M. for BPRMUDA, per steamer from Halifax.

SATURDAY,—At 9 A. M. (supplementary 9.30 A. M.) for PORTO RICO, CURACAO and VENEZUELA, per steamship Caracas (mail for Savanilla and Cartagena must be directed "per steamship Caracas"; at 9.30 A. M. (supplementary 10.30 A. M.) for FORTUNE ISLAND, JAMAICA, SAVANILLA and CARTAGENA, per steamship Altai (mail for Costa Rica must be directed "per steamship Altai", at 9.20 A. M. (supplementary 10.30 A. M.) for HAITI and NAYTA MARTA, per steamship Athos; 10 A. M. for CUBA, per steamship Dargry; at 12.30 P. M. (supplementary 10.30 A. M.) for HAITI and NAYTA MARTA, per steamship Athos; 10 A. M. for CUBA, per steamship Dargry; at 12.30 P. M. for CUBA, per steamship Dargry; at 12.30 P. M. for CUBA, per steamship Dargry; at 12.30 P. M. for CUBA, per steamship Dargry; at 12.30 P. M. for CUBA, per steamship Dargry; at 12.30 P. M. for CUBA, per steamship Dargry; at 12.30 P. M. for Miquelon, by rail to Boston, and thence by steamer, close at this office delly at 6.30 P. M. (connecting blose here every Monday, Wednesday and Saturdays.) Mails for Mewfoundiand, by rail to Port Tampa, Fla., and thence by steamer, close at this office delly at 6.30 P. M. Gonnecting blose here every Monday, wednesdays and Saturdays. Mails for Mexico CUB, overland, unless specially addressed for despatch by steamer, close at this office daily, except Unicas specially addressed for despatch by steamer, close at this

and letter mail for Guntemaia, and Tuesdays at 41:30 P. M. for Costa Rica). Registered mail closes at 6:00 P. M. previous day.

TRANSPACIFIC MAILS

Mails for Ciria and Japan, via Scattle close here dail, at 6:30 P. M. up to Get. \$15th, inclusive, for despatch per steamship 150. Maru registered mail must be directed "via Scattle", Mails for Hawaii, Japan, Caina and first-class matter for the Philippine Islands, via Sen Francisco, close here daily at 6:30 P. M. up to Oct. \$17th inclusive, for despatch per steamship Coptle. Mails for China and Japan, via Tacoma, close here daily at 6:30 P. M. up to Oct. \$17th, inclusive, for despatch per steamship Glenogle. Mails for Hawaii via San Francisco, close here daily at 6:30 P. M. up to Oct. \$20th, inclusive, for despatch per steamship Alameda. Mails for Hawaii, China, Japan and first class matter for the Philippine Islands, via San Francisco, close here daily at 6:30 P. M. up to Oct. \$25th, inclusive, for despatch per steamship Alameda. Mails for Hawaii, China, Japan and first class matter for the Philippine Islands, via San Francisco, close here daily at 6:30 P. M. up to Oct. \$25th, inclusive, for despatch per steamship America Maru. Mails for the Philippine Islands, via San Francisco, close here daily at 6:30 P. M. up to Oct. \$25th, inclusive, for despatch per steamship for Tahihi and Marquesas Islands, via San Francisco, close here daily at 6:30 P. M. up to Oct. \$25th, inclusive, for despatch per steamship Marposa. Mails for China and Japan, via Via Cancouver and Victoria, B. C. close here daily at 6:30 P. M. up to Oct. \$25th, inclusive, for despatch per steamship Empress of Japan (registered mail must be specially addressed Merchandise for U. S. Postál Agency at Shang hat cannot be forwarded via Europe). New Zealand, Fill, Samoa and Hawaii, via San Francisco, close here daily at 6:30 P. M. at fice Oct. \$1th and up to Nov. \$4th, inclusive, for despatch per steamship Sonoma Mails for Australia, (except West Australia, which coes via San Francisco, and Fill Islands, via

e presumption of their uninterrupted over transit. #Registered mail closes at 600 P 4. previous day CORNELIUS VAN COTT. Postmaster. Post Office. New York, N. Y. Oct. 10, 1902.

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